





## **DELRIDGE**

### **GOALS AND POLICIES**

#### **PARKS AND OPEN SPACE**

- D-G1** A Delridge community that is integrated with the natural environment, where open space and natural areas are preserved, interconnected, well maintained, and safe - for wildlife, and residents including children.
- D-P1** Seek to create a comprehensive open space network in Delridge that integrates the residential and business environments with natural areas for public access and wildlife habitat.
- D-P2** Seek to protect from development: natural open space areas, wetlands, drainage corridors, and woodlands that contain prime wildlife habitat along the Longfellow Creek, Puget Creek, and Duwamish River drainage corridors and valley hillsides.
- D-P3** Strive to create a comprehensive system of trails for recreational hikers, walkers, and joggers, linking residential areas to parks and community facilities, schools, business nodes, and transit systems.
- D-P4** Work with community groups and neighborhood stakeholders to provide stewardship of the natural environment using appropriate city resources in partnership with community organizations, schools, and others.

#### **LAND USE**

- D-G2** A series of mixed use activity nodes or centers along Delridge Way clustering commercial, business, entertainment, community uses, and public facilities.
- D-G3** The mixed-use neighborhood anchors provide services to residents in compact areas accessible from walkways, park trails, bikeways, transit routes, and local residential streets.
- D-P5** Seek to create special identities for unique districts or places, particularly the neighborhood anchors along Delridge Way, using distinctive and unique gateways, pedestrian amenities, streetscape, and other furnishings and designs.
- D-P6** Strengthen the local Delridge business community by participating in public/private ventures to provide public benefits as appropriate to meet Delridge's long range goals.
- D-P7** Seek to develop a pedestrian oriented environment along Delridge Way that integrates adjacent storefront activities with transit, parking, bikeways, and walking areas. Seek to calm traffic on Delridge Way through the neighborhood anchors.
- D-P8** Seek to enhance pedestrian improvements and commercial services in the neighborhood anchor at Delridge and Andover. This anchor should serve as a major local employment center, while facilitating the flow of traffic through the node and onto the West Seattle bridge.





**D-P9** Seek to improve the "community campus" neighborhood anchor at Delridge and Genesee. This anchor should provide educational, recreational, cultural and social opportunities (and potentially increased housing) to the neighborhood, by preserving and redeveloping the Old Cooper School and by coordinating, expanding and improving programs between the local agencies.

**D-P10** Seek to improve the neighborhood anchor at Delridge and Brandon, through means including the continuation of the neighborhood commercial zone in the vicinity, along Delridge Way south to SW Juneau Street. This anchor should provide neighborhood-oriented retail and personal services and neighborhood-based city services (such as a Neighborhood Service Center and Library) for the nearby neighborhoods and existing neighborhood businesses.

**D-P11** To support the vision of the neighborhood anchor designated at Delridge and Brandon, LDT zoning is appropriate, along both sides of SW Brandon Street between 23rd Avenue SW and 26th Avenue SW; and along both sides of SW Findlay Street between 23rd Avenue SW and 26th Avenue SW.

**D-P12** Seek to improve the neighborhood anchor at Delridge and Sylvan/Orchard Ways, which will provide goods, services, entertainment, and transit services to the West Seattle area.

## **TRANSPORTATION**

**D-G4** A transportation system that provides convenient access for local travel within the neighborhood, and access to principal employment, shopping and entertainment activities in the surrounding area.

**D-P13** Encourage high quality bus service with effective and efficient transfer opportunities, and facilities that provide adequate safety and security.

**D-P14** Seek to use park-and-ride lots for multiple purposes such as serving as off-peak period recreational trailheads.

**D-G5** A community that provides safe, convenient, and efficient bikeway access to local and regional destinations.

**D-P15** Strive for high quality roadway maintenance to ensure safe and efficient travel for pedestrians and vehicles.

## **HOUSING**

**D-G6** A community with a range of household types, family sizes and incomes – including seniors and families with children.

**D-G7** A community that preserves and enhances the residential character of single family neighborhoods within the Delridge community while providing a range of housing types to fit the diversity of Delridge households.

**D-P16** Seek to use regulatory tools or other means to preserve open space and natural features while increasing the





variety of housing types available to the community

public facilities that support the cultural programs.

**D-P17** Encourage the rehabilitation of substandard housing.

## COMMUNITY AND CULTURE

**D-G8** A diverse community of neighborhoods with people from many cultures, long-time residents and newcomers, young and old, people who own and rent homes and who work in a variety of jobs. A community where all people feel safe and welcome, have the opportunity to participate in their community and express what is most important to them, and which meets its residents' social, economic, and recreational needs.

**D-P18** Seek to provide opportunities for multi-cultural sharing, education, understanding, and celebration through community participation and appreciation efforts, and through the provision of public meeting facilities.

**D-P19** Seek to inventory and promote neighborhood-based emergency preparation plans.

**D-P20** Strive to build strong partnerships with local crime prevention efforts.

**D-P21** Seek to involve the whole community to make services available to the broadest cross section of the community by developing programs that address the needs of individuals and families.

**D-P22** Seek to develop cultural programs (such as art, music and theater), and support community programs. Seek to provide

## PLAN STEWARDSHIP

**D-G9** A community fully involved in efforts to implement the neighborhood plan, and to maximize the efficient use of available resources.

**D-P23** Promote partnerships with projects that can leverage City efforts toward the implementation of the Delridge neighborhood plan.

**D-P24** Support community-based efforts to implement and steward the plan.

## ECONOMIC DEVELOPMENT

**D-G10A** community with economic development opportunities that benefit all residents of the community, recognize diversity, help young people, keep wealth within the community, and integrate with nature.

**D-P25** Seek to create greater employment and shopping opportunities within the Delridge neighborhood.

**D-P26** Seek to participate with other public agencies and private interests in marketing projects, labor force training programs, and other efforts that support community residents in need of employment.

**D-P27** Encourage local business development opportunities, particularly for small businesses that may be owned by or employ Delridge residents.







## **DOWNTOWN**

### **I. DOWNTOWN URBAN CENTER**

#### **GOALS AND POLICIES**

The following Goals are intended to further define the direction for downtown growth, investment, and development.

#### **PRE-EMINENT REGIONAL CENTER**

**DT-G1** Maintain downtown Seattle as the most important of the region's urban centers - a compactly developed area supporting a diversity of uses meeting the employment, residential, shopping, culture, service and entertainment needs of the broadest range of the region's population.

#### **ECONOMIC DEVELOPMENT**

**DT-G2** Encourage economic development activities consistent with the Comprehensive Plan to attract and retain businesses and to expand employment and training opportunities for Seattle area residents.

#### **CULTURE AND ENTERTAINMENT**

**ST-G3** Strive to reinforce downtown as a center of cultural and entertainment activities to foster the arts in the City, attract people to the area, create livable neighborhoods, and make downtown an enjoyable place to be shared by all. Encourage

facilities for artists to live and work in downtown.

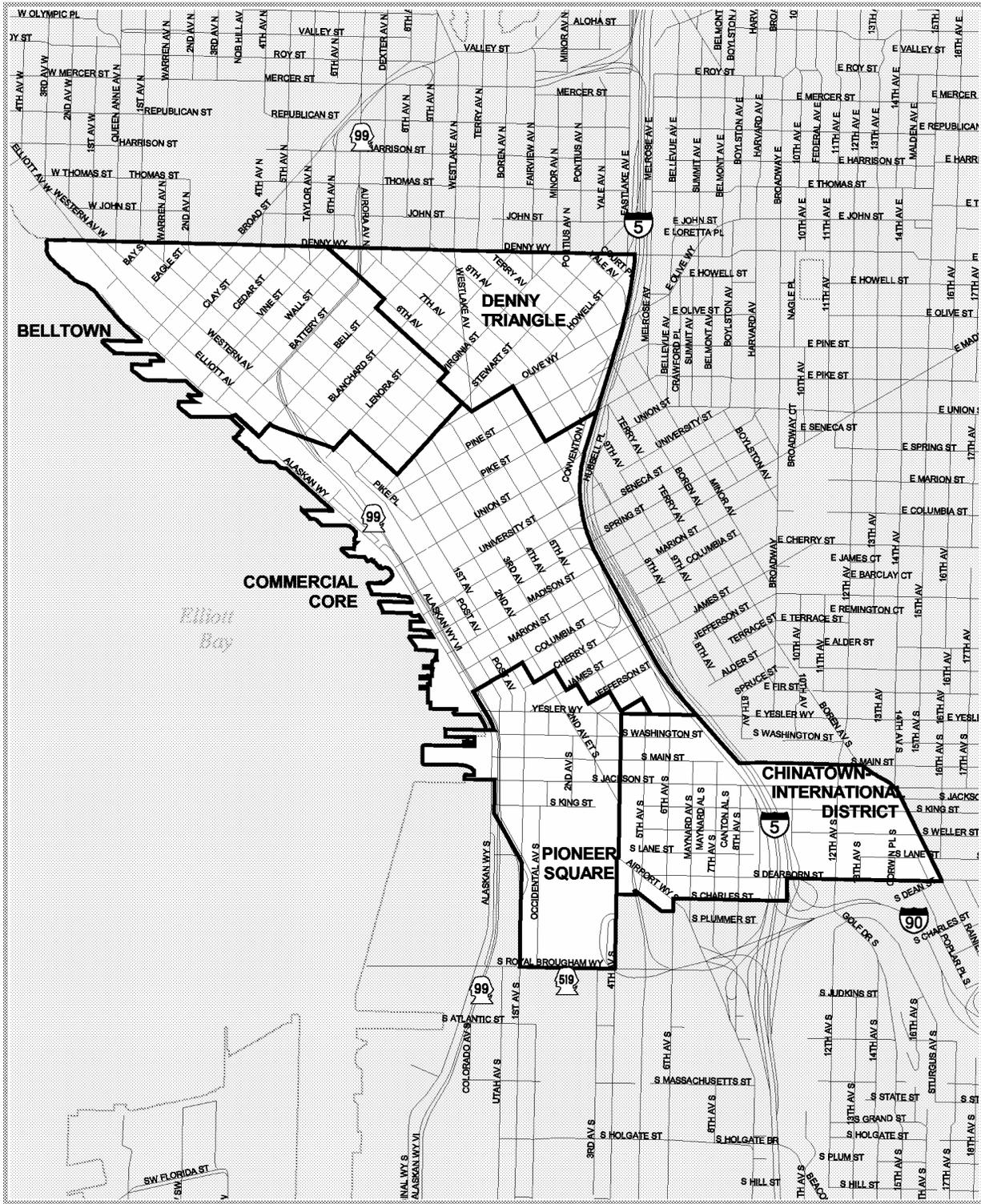
#### **URBAN FORM**

- DT-G4** Use regulations in the Land Use Code and other measures to encourage public and private development that contributes positively to the downtown physical environment by:
- 1) enhancing the relationship of downtown to its spectacular setting of water, hills and mountains;
  - 2) preserving important public views;
  - 3) ensuring light and air at street level and in public parks;
  - 4) establishing a high quality pedestrian oriented street environment;
  - 5) reinforcing the vitality and special character of downtown's many parts;
  - 6) creating new downtown parks and open spaces at strategic locations;
  - 7) preserving downtown's important historic buildings to provide a tangible link to the past;
  - 8) adequately mitigating impacts of more intensive redevelopment on the quality of the physical environment.





**DOWNTOWN  
Urban Center**



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## OFFICE CONCENTRATION

**DT-G5** Seek to accommodate the needs of a wide range of office and commercial activities by concentrating the densest office activity in a compactly developed core area bound by the government center, I-5, the retail core and the lower intensity areas along First Avenue. Generally maintain areas adjacent to the office core for additional concentrations of office development, along with a mix of other uses, to accommodate office expansion and provide a transition with less intensive development in adjacent areas like Pioneer Square and the Chinatown/International District. Seek to accommodate the largest share of downtown employment growth in these combined districts. Concentrations of office use should occur:

- 1) where such concentrations already exist;
- 2) where existing infrastructure is adequate or can be made adequate;
- 3) where the existing and planned transportation system has the capacity to handle increased demand;
- 4) where healthy concentrations of other desirable uses such as retail and housing will not be displaced; and
- 5) where such concentrations are consistent with neighborhood development objectives.

## RETAIL CONCENTRATION

**DT-G6** Reinforce the concentrated shopping function of the retail core; preserve the general form and scale of the area; and protect the area from high-density uses that conflict with the primary retail function. Other concentrations of retail activity should be encouraged where they already exist or where such uses are desirable to encourage an active pedestrian environment or focal point of neighborhood activity.

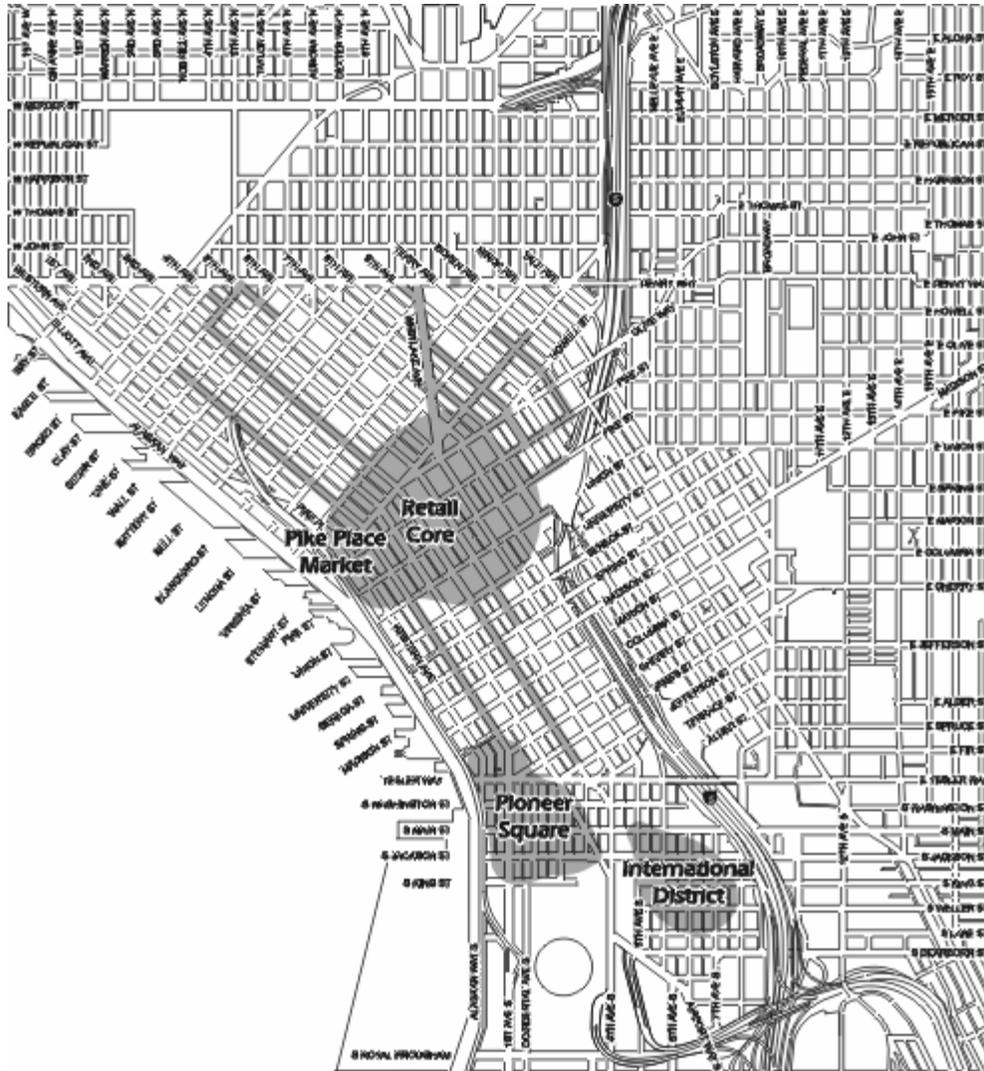
## RESIDENTIAL AND COMMERCIAL MIXED USE AREAS

**DT-G7** Encourage a mix of housing, employment and related support activities in a crescent bounding the office and retail cores. Within this crescent, foster areas that are predominantly residential in character, including the Chinatown/International District and Belltown. Encourage housing as the primary use in these area and limit the type and scale of non-residential uses allowed to ensure that such development is compatible with a residential neighborhood.

Use the adopted policies of neighborhood plans for the five downtown urban villages for further guidance in defining the appropriate mix of activities to accommodate downtown growth targets for employment and housing, and to meet neighborhood development objectives, including identifying areas which are to be predominantly residential in character.







Retail Concentration



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SCALE IN 100 FEET

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**Goal F: Retail Concentration**

1771 PILLER MARK ST / 1800 PILLER MARK ST / 1900 PILLER MARK ST / 2000 PILLER MARK ST / 2100 PILLER MARK ST / 2200 PILLER MARK ST / 2300 PILLER MARK ST / 2400 PILLER MARK ST / 2500 PILLER MARK ST / 2600 PILLER MARK ST / 2700 PILLER MARK ST / 2800 PILLER MARK ST / 2900 PILLER MARK ST / 3000 PILLER MARK ST / 3100 PILLER MARK ST / 3200 PILLER MARK ST / 3300 PILLER MARK ST / 3400 PILLER MARK ST / 3500 PILLER MARK ST / 3600 PILLER MARK ST / 3700 PILLER MARK ST / 3800 PILLER MARK ST / 3900 PILLER MARK ST / 4000 PILLER MARK ST / 4100 PILLER MARK ST / 4200 PILLER MARK ST / 4300 PILLER MARK ST / 4400 PILLER MARK ST / 4500 PILLER MARK ST / 4600 PILLER MARK ST / 4700 PILLER MARK ST / 4800 PILLER MARK ST / 4900 PILLER MARK ST / 5000 PILLER MARK ST / 5100 PILLER MARK ST / 5200 PILLER MARK ST / 5300 PILLER MARK ST / 5400 PILLER MARK ST / 5500 PILLER MARK ST / 5600 PILLER MARK ST / 5700 PILLER MARK ST / 5800 PILLER MARK ST / 5900 PILLER MARK ST / 6000 PILLER MARK ST / 6100 PILLER MARK ST / 6200 PILLER MARK ST / 6300 PILLER MARK ST / 6400 PILLER MARK ST / 6500 PILLER MARK ST / 6600 PILLER MARK ST / 6700 PILLER MARK ST / 6800 PILLER MARK ST / 6900 PILLER MARK ST / 7000 PILLER MARK ST / 7100 PILLER MARK ST / 7200 PILLER MARK ST / 7300 PILLER MARK ST / 7400 PILLER MARK ST / 7500 PILLER MARK ST / 7600 PILLER MARK ST / 7700 PILLER MARK ST / 7800 PILLER MARK ST / 7900 PILLER MARK ST / 8000 PILLER MARK ST / 8100 PILLER MARK ST / 8200 PILLER MARK ST / 8300 PILLER MARK ST / 8400 PILLER MARK ST / 8500 PILLER MARK ST / 8600 PILLER MARK ST / 8700 PILLER MARK ST / 8800 PILLER MARK ST / 8900 PILLER MARK ST / 9000 PILLER MARK ST / 9100 PILLER MARK ST / 9200 PILLER MARK ST / 9300 PILLER MARK ST / 9400 PILLER MARK ST / 9500 PILLER MARK ST / 9600 PILLER MARK ST / 9700 PILLER MARK ST / 9800 PILLER MARK ST / 9900 PILLER MARK ST / 10000 PILLER MARK ST





## **SHORELINE**

**DT-G8** Encourage revitalization of the Harborfront in order to strengthen maritime activities, maintain historic characteristics, and enhance opportunities for public access, consistent with the shorelines goals and policies established in the Comprehensive Plan Land Use Element.

## **TRANSPORTATION**

**DT-G9** Support transportation improvements that complement and reinforce desired land use patterns. Strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation. Discourage vehicular traffic passing through downtown on surface streets with a destination elsewhere. Recognize the importance of the automobile as a means of access to downtown for non-work trips.

## **HOUSING**

**DT-G10** Seek to significantly expand housing opportunities in downtown Seattle for people of all income levels with the objectives of:

- 1) accommodating approximately 26,000 households by the year 2014;
- 2) at a minimum, maintaining the existing number of occupied low income units; and

- 3) developing a significant supply of affordable housing opportunities in balance with the market resulting from the growth in downtown employment. Allow housing in all areas of the Downtown Urban Center except over water and in industrial areas, where residential use conflicts with the primary function of these areas. Target public resources and private development incentives, such as density regulations and development standards that encourage housing, to promote the amount and type of housing development necessary to achieve downtown neighborhood housing goals. Address, in part, the impact of high-density commercial development on the downtown housing supply by allowing increased development density through voluntary agreements to produce and/or preserve housing through cash contributions, floor area bonuses or the transfer of development rights.

## **CHILD CARE AND HUMAN SERVICES**

**DT-G11** Seek to address the increased demand for child care services generated by increased employment growth downtown and support the provision of adequate human services to meet the needs of downtown residents and workers.





## PUBLIC SAFETY

**DT-G12** Promote public safety by encouraging conditions that contribute to a safe and friendly urban environment including: maintaining streets and open spaces as active, well designed public places; supporting twenty-four hour activity in a manner that minimizes conflicts among different uses; accommodating a mix of people from all income, age, and social groups; and providing for needed human services within the limits of a neighborhood's capacity to support them.

## NEIGHBORHOODS

**DT-G13** Five neighborhoods comprise the Downtown Urban Center for planning and growth monitoring purposes: Belltown, the Denny Triangle, the Commercial Core, Pioneer Square and Chinatown/International District. Recognize and seek to enhance the varied character of these neighborhoods and other distinctive areas within downtown. Use the adopted policies of neighborhood plans to help define desirable characteristics for these neighborhoods.

## II. LAND USE AND URBAN DESIGN

### A. LAND USE

#### LAND USE AREA REGULATION

**DT-LUPI** Recognize and enhance the urban center designation and varied character of downtown neighborhoods and provide direction for growth and change by dividing downtown into areas that are intended to serve primary land use functions. Classify areas of downtown according to one of the following primary functional designations:

- Office
- Retail
- Mixed Use Commercial
- Mixed Use Residential
- Harborfront
- Industrial

In addition, maintain consistency between these designations and the function and purpose of special districts as established by the City Council.

#### USES

**DT-LUP2** Allow a wide range of uses downtown, consistent with the goals to maintain downtown's regional importance, create a strong residential community, improve the physical environment





and add activity and diversity to the areas of varied character. Restrict or prohibit uses that are not compatible with the desired character and function of specific areas.

**DOWNTOWN LAND USE DISTRICT CLASSIFICATIONS**

**DT-LUP3** Recognize the diversity of downtown's many parts and the different development objectives for these areas by varying regulation of uses, development density and physical form among land use district classifications, including the following:

- Downtown Office Core-1 (DOC-1).
- Downtown Office Core-2 (DOC-2).
- Downtown Retail Core (DRC).
- Downtown Mixed Commercial (DMC).
- Downtown Mixed Residential (DMR).
- Pike Market Mixed (PMM).
- Pioneer Square Mixed (PSM).
- International District Mixed (IDM).
- International District Residential (IDR).
- Downtown Harborfront-1 (DH-1).
- Downtown Harborfront-2 (DH-2).

Base the appropriate classification for an area on the district's intended function and other locational criteria.

**DOWNTOWN LAND USE DISTRICT FUNCTION**

**DT-LUP4** Use downtown land use district classifications to specify the intended function of an area and guide future development and change. Recognize certain areas characterized by a specific activity and intensity of development, such as the office and retail cores, and consider the factors critical to the success of that activity, such as access to transportation, topographic conditions, or the presence of a particular amenity.

Where it is desirable to protect or promote a specific function, encourage uses at an appropriate intensity that are related to or compatible with that function, and restrict or discourage conflicting uses.

Recognize the following desired functions for the different land use districts:

**DOWNTOWN OFFICE CORE-1 (DOC-1)**

Area of most concentrated office activity. The DOC-1 land use district is intended to:

allow the highest density of commercial development downtown, with development





standards regulating building design to reduce adverse impacts, including impacts on sidewalks and other public areas;

accommodate a large share of downtown's future employment growth within this district where the existing and planned infrastructure can accommodate growth; and

accommodate other uses, including housing, retail, hotels and cultural and entertainment facilities, that complement the primary office function while adding diversity and activity beyond the working day.

### **DOWNTOWN OFFICE CORE-2 (DOC-2)**

Areas adjacent to the office core appropriate for office expansion and where a transition in density to mixed-use areas is desirable. The DOC-2 land use district is intended to:

accommodate major office development to reduce pressures for such development in the retail core and adjacent mixed use and residential areas; and

accommodate a mix of other activities, in addition to primary office use, to add diversity, particularly beyond the hours of the normal working day, while providing for scale and density transitions to adjacent areas.

### **DOWNTOWN RETAIL CORE (DRC)**

Area containing the major department stores and having the greatest concentration of downtown's retail activity. The DRC land use district is intended to:

provide the principal center of shopping for both the downtown and the region;

allow uses other than retail with the general intent that they augment but do not detract from this primary function, and promote housing in the area to complement its principal retail function; and

maintain an active and pleasant street level environment through development standards specifically tailored to the unique function and character of this area.

### **DOWNTOWN MIXED COMMERCIAL (DMC)**

Areas adjacent to the office core, office expansion areas and retail core that provide a transition in the level of activity and scale of development. Areas designated DMC are characterized by a diversity of uses. The DMC land use district is intended to:

permit office and commercial use, but at lower densities than in the office areas;





encourage housing and other uses generating activity without substantially contributing to peak hour traffic; and

promote development diversity and compatibility with adjacent areas through a range of height limits.

**DOWNTOWN MIXED RESIDENTIAL (DMR)**

Areas outside special review districts identified for development of a predominantly residential community in conformance with the Downtown Urban Center Goals. The DMR land use district is intended to:

maintain areas primarily for residential use;

allow non-residential uses with the general intent that they reinforce and do not detract from the primary function of the area;

promote diversity and harmony with existing development and allow a variety of housing forms through multiple height, mix of use and density classifications;

control tower development and promote a pleasant street level environment conducive to a high-density residential neighborhood.

Within the DMR area, one of the following two mixed-use

designations applies to achieve subarea objectives.

- a) **Downtown Mixed Residential/Residential (DMR/R).** The DMR/R designation is more appropriate to areas predominantly residential in character or containing large amounts of underutilized land allowing for a sufficient concentration of new housing to establish a predominantly residential character. While non-residential uses may be present, they should be of modest scale, likely to change in the future, or neighborhood serving in character.

**Downtown Mixed Residential/Commercial (DMR/C).** The DMR/C designation is more appropriate to those areas containing housing or having the potential for concentrations of housing, but where, because larger scale commercial development exists and is likely to remain, limited commercial development accommodating modest employment growth is appropriate as part of the overall mix of uses.

**PIONEER SQUARE MIXED AND SPECIAL REVIEW DISTRICT (PSM)**

Area within the Pioneer Square Preservation District. The PSM designation and the Pioneer Square





Preservation District regulations are intended to:

recognize the historic nature of the area and allow flexibility and discretion in controls, regulations and guidelines for both present conditions and those that may develop in the future; and

encourage mixed use development compatible in use and scale with existing development in Pioneer Square.

Allow districts of varying height within the PSM area to achieve different development objectives, including maintaining a development scale compatible with existing conditions in the historic core, providing incentives for housing through higher height limits for residential use in appropriate areas on the edge of the core, and providing an appropriate transition in scale between the core and adjacent, more intensive downtown zones.

### **INTERNATIONAL DISTRICT MIXED AND SPECIAL REVIEW DISTRICT (IDM)**

Areas of the International Special Review District identified for mixed-use development. The intent of the IDM land use district is to:

recognize and promote the area's unique social, mix of use and urban design character through the IDM designation

and the regulations of the International Special Review District;

encourage a wide range of uses, housing above the street level, and the rehabilitation of existing buildings; and

allow flexibility and discretion in controls, regulations, and guidelines through the IDM designation and Special Review District regulations, both for present conditions and those that may develop in the future.

Allow districts of varying height to achieve objectives related to the desired scale of development and mix of activity, including maintaining a development scale compatible with existing conditions in the district core, providing incentives for housing through higher height limits for residential use in appropriate areas, providing a compatible scale relationship with development in adjacent areas, and providing flexibility to balance development objectives through limited increases in height allowed under the Planned Community Development Process.

### **INTERNATIONAL DISTRICT RESIDENTIAL AND SPECIAL REVIEW DISTRICT (IDR)**

Areas of the International Special Review District identified for development as a predominantly residential neighborhood in conformance with the Downtown





Urban Center Goals. The IDR land use district is intended to:

maintain areas primarily for residential use;

allow other uses compatible with housing, with the general intent that they reinforce and do not detract from the primary residential function of the area; and

recognize and promote the area's unique social and urban design character through the IDR designation and the regulations of the International Special Review District.

### **DOWNTOWN HARBORFRONT-1 AND SHORELINE ENVIRONMENT (DH-1)**

Waterfront lots and adjacent harbor areas within the Urban Harborfront Shoreline Environment established in the Seattle Shorelines Master Program. The DH-1 land use district, in conjunction with the Seattle Shorelines Master Program, is intended to:

encourage economically viable marine uses to meet the needs of waterborne commerce;

facilitate the revitalization of downtown's waterfront;

provide opportunities for public access and recreational enjoyment of the shoreline;

preserve and enhance elements of historic and cultural significance;

preserve views of Elliott Bay and the land forms beyond;

promote the preservation and rehabilitation of groupings of piers having an identifiable historic maritime character within the Historic Character Area; and

allow flexibility in appropriate development standards as an incentive to include a significant water dependent use on waterfront lots to encourage the retention and development of water dependent uses in the downtown harborfront consistent with the Seattle Shoreline Master Program.

### **DOWNTOWN HARBORFRONT-2 (DH-2)**

Areas partially within a shoreline environment where development potential offers the opportunity to enhance public access to and enjoyment of the waterfront. The DH-2 land use district is intended to:

allow a mix of uses to facilitate the objectives of public access, enjoyment and recreation;

include use and bulk regulations to carry out shorelines goals and preserve views of the water as appropriate for areas partially





within a shorelines environment, favor a diversity of uses and buildings of small scale; and address public open space as a priority in this area through incentives for open space integrated with other public access improvements.

### **PIKE MARKET MIXED (PMM)**

The intent of the PMM land use district is to:

- recognize and preserve the unique character, scale and function of the Market and its surroundings; and
- allow development of a compatible mixes of uses.

### **LOCATIONAL CRITERIA**

**DT-LUP5** Apply district designations, as appropriate, to create or reinforce areas with distinctive functions and to provide desirable transitions between areas with different functions and levels of activity. Use the following locational criteria to guide establishing the district boundaries that define areas according to intended function:

- 1) **Scale and Character of Development.** The appropriate district designation should: reinforce special areas such as Pioneer Square, the International District and the

retail core that are distinguished by a consistent scale and character of development. Employ development standards that respect established patterns, both in physical scale and in nature of activity; or provide direction for the scale and character of future development to create the desired physical environment in some parts of downtown where it is appropriate to accommodate significant change.

- 2) **Transportation and Infrastructure Capacity.** Consider locations where the existing and planned transportation network can support additional trips generated by new development as most appropriate for district designations that accommodate significant employment growth. The location of I-5, the transit tunnel and station locations define those areas of downtown with the greatest accessibility.
- 3) **Relationship to Surrounding Activity.** Consider relationships among major areas as a major factor in establishing land use district boundaries, including both well defined edges, such as I-5 or significant topographic changes, that clearly distinguish one area from another, as well as more subtle transitions resulting from a gradual change in use or development intensity.





## **OVERLAY CLASSIFICATION**

**DT-LUP6** Use overlay and district regulations to further specific goals and objectives for areas of downtown where guidance is needed to protect and promote special qualities. Recognize sensitive environmental, physical, historical or cultural qualities of these areas by coordinating land use district classifications with overlays as appropriate.

## **PLANNED COMMUNITY DEVELOPMENT**

**DT-LUP7** Allow flexibility in the application of regulations and standards for major development on large sites or areas of downtown through the planned community development procedure. Limit the application of this procedure to proposals for major development that would substantially change the character of an area or for which design flexibility provides for significant public benefit, with special attention to public benefits identified in adopted neighborhood plans. Provide for consideration of the public benefit and the imposition of conditions that would mitigate negative impacts prior to approval of any planned community development.

## **LAND USE DISTRICT DENSITY**

**DT-LUP8** Generally limit the density of uses that generate employment through a floor area ratio (FAR), and the density of residential uses generally

through the combination of height and bulk regulations.

Apply a base and maximum limit on permitted density, as expressed by a floor area ratio (FAR), in areas able to accommodate more intensive development provided that impacts associated with the added density are addressed. Reflect in the base FAR limit the density of employment that the City will accommodate without additional mitigation measures.

Reflect in the maximum FAR limit the additional density above the base that may be allowed through bonuses or TDR, or both, as appropriate for the zone or district, if appropriate measures are taken to mitigate specified impacts.

Consider density incentives to encourage development on smaller lots to add diversity to the scale of development in high density office core areas.

**Floor Area Limit Exemptions.** Allow exemptions from floor area ratio limits to recognize the lower impacts of certain uses and encourage certain uses that generate minimal peak period commute trips, support pedestrian activity and transit use, and contribute to the overall diversity of activity downtown, increasing its attractiveness as a place to live, work, and recreate.





## FLOOR AREA ABOVE BASE FAR

**DT-LUP9** Allow additional floor area above the base densities, up to maximum limits, in specified downtown areas where it is desirable to accommodate growth, through bonuses and transfer of development rights. In determining conditions for bonus floor area, consider measures to mitigate impacts of higher density development on the downtown environment, including such resources as affordable housing, public open space, child care, human services, and pedestrian circulation.

Allow transfer of unused commercial development potential from one site to another in certain circumstances, consistent with policy LU 11. When transferable, development potential is referred to for convenience as "transferable development rights," or "TDRs", but such terms do not mean that there is any legal right vested in the owner of TDRs to use or transfer them. The conditions and limitations on the transfer or use of TDRs may be modified from time to time as the City may find appropriate to implement the policies of the Comprehensive Plan in light of experience and changing conditions.

Allow transfer of development rights from eligible sending sites to project sites in combination with the use of bonuses. Consider allowing TDRs to be used for all

floor area above the base FAR under some conditions.

Recognize different impacts associated with density increases achieved through different options for increasing floor area.

### Priorities for granting floor area increases

Consider allowing greater use of incentives for open space and other neighborhood amenities in mixed use residential areas where floor area incentive programs apply to respond to the greater impact of growth on these public resources in high density residential environments.

## BONUS FLOOR AREA FOR HOUSING, CHILD CARE AND AMENITY FEATURES

**DT-LUPI0** Allow voluntary agreements to earn floor area increases above the base FAR in certain downtown zones. Consider allowing such options as:

- 1) providing low-income housing and child care facilities in appropriate proportions to qualify for added floor area,
- 2) making payments to the City to fund such facilities,
- 3) providing certain amenity features, combined with the use of options 1 and 2 or with the use of TDRs, or both.





Consider allowing bonus floor area for certain amenity features, such as open space, on or near the development site that directly benefit both the public and the project by serving the increased employment population and improving conditions in the immediate environment to support the higher density allowed.

Some facilities and amenity features that may be eligible for bonuses are identified under the following Policies:

1. Policy HO 3: Housing Bonus Program
2. Policy OS 5: Open Space Bonus Amenity Features
3. Policy HS 1: Child Care Bonus

If bonus cash contributions are provided, they should be used to address impacts associated with increased density downtown, such as impacts on housing resources and child care.

**Amount of Benefits for Floor Area Increases.** The nature and quantity of housing and child care facilities or contributions for such facilities under voluntary agreements, in relation to the additional floor area allowed, should generally reflect a portion of what is necessary to mitigate the

impacts of increased development and the cost to provide these facilities. Facilities provided for bonuses are not expected to fully mitigate such impacts.

Additional types of facilities or amenity features may be added to address future needs, and existing types of facilities or features may be no longer be eligible for bonuses, based on changing assessments of impacts, needs, capacity, and public priorities.

**Special Criteria.** Because of their complexity and the need to adapt them to special circumstances, subject certain bonus features to special criteria and review by the Director of DCLU. Include among bonus features subject to special criteria urban plazas, transit station access, and public atriums.

## TRANSFER OF DEVELOPMENT RIGHTS

**DT-LUPI I** Provide incentives to maintain variations in building scale, create public open space, and preserve buildings and uses that are scarce public benefit resources through a transfer of development rights (TDR) program. Consistent with priorities for use of development incentives, limit the sites that may transfer development rights. Among sites eligible to transfer development rights, consider including:





- 1) housing with a minimum amount of residential floor area occupied by units affordable to households with incomes at or below 50% of median income;
- 2) Seattle landmarks in downtown areas not subject to special review district or historical district provisions;
- 3) publicly available open space meeting minimum size and other standards; and
- 4) sites on the same block as the receiving site in high density areas where it is desirable to retain varied building scale.

**Limitations on Sending and Receiving Site Locations.**

Limit sending and receiving sites so as to promote development that is consistent with the development objectives of different land use districts and to promote other goals and policies of this Plan. The proportion of floor area that may be gained through TDRs from particular sources may be limited. Limit eligibility to transfer TDRs to sites that provide limited downtown resources of public benefit, such as low-income housing, designated landmark structures, and open space, except where TDRs are allowed to be sent to nearby lots in areas where a variable scale of development is desired.

**TRANSFER OF DEVELOPMENT CREDITS PROGRAM**

**DT-LUPI12** Engage in a joint pilot program with King County to further regional growth management goals by providing incentives to protect and maintain rural character and direct residential growth to urban centers through the transfer of development credits from certified rural properties to sites in specified downtown areas. After an initial period, evaluate the performance of the program and the availability of continued funding from King County, and determine whether to continue, modify, or terminate the program.





## C. URBAN DESIGN

### HISTORIC PRESERVATION

**DT-UDP1** Encourage the preservation, restoration and re-use of individual historic buildings and groupings of buildings threatened by development pressure through development regulations and incentives.

### ADDITIONAL LANDMARK DESIGNATION

**DT-UDP2** Consider designating as Seattle Landmarks additional downtown buildings and groups of buildings that impart a strong sense of character and place through a combination of historic importance and significance in terms of architectural, cultural and/or social interest.

### LANDMARK PRESERVATION INCENTIVES

**DT-UDP3** Provide the following development incentives to increase the attractiveness of preserving landmark structures and encourage adaptive reuse of historic resources:

**Seattle Landmarks Transfer of Development Rights.** Allow the transfer of unused development rights from designated Seattle Landmarks located in downtown areas not subject to special review district or historical district provisions, where these resources

are most threatened by development pressure. Subject transfers from designated Seattle Landmarks to limits, including limits on sending and receiving sites implementing Policy LU 11: Transfer of Development Rights, and to other appropriate conditions to promote the rehabilitation and public enjoyment of designated landmark features.

**Incentives.** Provisions for allowing floor area above the base should not create incentives for the demolition of designated landmark structures.

**Floor Area Allowance.** Within **downtown** mixed-use residential zones where the floor area of existing structures may exceed the density limits for non-residential use, provide an economic incentive for the use and rehabilitation of designated Seattle Landmarks by allowing the total existing floor area of a landmark structure committed to long term preservation to be occupied by permitted non-residential uses, regardless of FAR limits and without use of bonuses or TDR. Allow this incentive under the conditions that there is no reduction in the amount of floor area occupied by residential use prior to rehabilitation nor any increase in the floor area in non-residential use beyond the total floor area of the structure prior to rehabilitation. Consider limiting this incentive to lots not benefiting from other incentives, such as TDR transfers.





## BUILDING HEIGHT

**DT-UDP4** Regulate the height of new development generally to:

- 1) accommodate desired densities of uses and communicate the intensity and character of development in different parts of downtown;
- 2) protect the light, air and human scale qualities of the street environment, particularly in areas of distinctive physical and/or historic character; and
- 3) provide transition to the edges of downtown to complement the physical form, features and landmarks of the areas surrounding downtown.

## HEIGHT LIMITS

**DT-UDP5** Prescribe for all areas of downtown specific height limits that reflect topographic conditions and a strong relation to the street pattern and the overall urban form of downtown and adjacent areas. Use the following criteria in determining appropriate height limits and provisions for limited additions or exceptions:

- 1) **Transition.** Generally taper height limits from an apex in the office core toward the perimeter of downtown, to provide transitions to the waterfront and neighborhoods adjacent to downtown.

- 2) **Existing Character.** Through height limits, recognize and enhance the existing scale and unique character of areas within downtown including the retail core, office core, the Pike Place Market, Belltown, the waterfront, Pioneer Square and the Chinatown/International District.
- 3) **Development Regulations.** **Coordinate** development regulations with height limits.
- 4) **Boundaries.** Coordinate height **limits** and land use district boundaries.
- 5) **Height Above Specified Limits.** **Increased** height beyond the limits specified for downtown zones may be considered only when the public purpose served by the additional height justifies higher buildings, and the height increase is generally consistent with the criteria above.

## BUILDING SCALE

**DT-UDP6** Employ development standards that guide the form and arrangement of large buildings to reduce shadow and wind impacts at the street level, promote a human scale, and maintain a strong physical relationship with the pedestrian environment. In areas where consistency of building form is important to maintaining an identifiable character and function, regulate building bulk to integrate new and existing development.





Limit the bulk of tall buildings in residential areas to provide for light, air and views at street level and reduce the perceived scale of the buildings.

Vary development standards to reduce impacts of large-scale buildings by district consistent with the desired scale and development pattern in the area.

### **BUILDING SCALE INCENTIVES**

**DT-UDP7** Consider allowing under appropriate conditions the transfer of unused development rights between nearby sites, regardless of the use on the sending site, to encourage a diversity of building scale within office and retail districts, subject to limits on sending and receiving sites and on the amounts of square feet that may be used on receiving sites. See Policy LU 11: Transfer of Development Rights.

### **STREET LEVEL VIEWS**

**DT-UDP8** Designate as view corridors street segments providing street level views of important natural features, which may include views to Elliott Bay, West Seattle, Mount Rainier and the Olympic Mountains. Protect view corridors through regulations controlling actions within the public right-of-way, as well as through reasonable development standards for abutting property, consistent with Policy UD 9: View Corridor Setbacks. Consider impacts on

designated view corridors in the evaluations of street vacations and encroachments.

### **VIEW CORRIDOR SETBACKS**

**DT-UDP9** Require setbacks on specified segments of designated view corridors where there is potential for maintaining a scope of view wider than the street right-of-way from uphill areas as redevelopment occurs. On sites abutting these street segments, require setbacks of the upper portions of buildings to allow for a wider view corridor than would occur if development extended to the street property line. Adjust the height and depth of these setbacks in relation to topography to balance multiple objectives of providing a pedestrian-oriented building base integrated with the established development pattern, maintaining a wide scope of view, and minimizing impacts on the development potential of abutting properties where setbacks are required.

### **STREET LEVEL DEVELOPMENT STANDARDS**

**DT-UDP10** As appropriate for each land use district and type of street environment desired, maintain a strong relationship between buildings and the sidewalk environment through specific street level development standards. The standards are intended to:





- 1) make streets enjoyable and pleasant places to be;
- 2) provide visual interest for pedestrians;
- 3) provide a comfortable sense of enclosure along the street;
- 4) integrate individual buildings within the streetscape;
- 5) bring the activity occurring within buildings into direct contact with the street environment;
- 6) provide strong edges to clearly define public open spaces; and
- 7) ensure adequate conditions to support higher density development occurring on abutting properties.

Address through street level development standards the major components of the streetscape. Consider regulating or requiring features including:

- 1) street walls,
- 2) facade transparency,
- 3) blank wall limitations,
- 4) overhead weather protection,
- 5) street landscaping, and
- 6) screening of parking.

Coordinate street level development standards with the Pedestrian Street Classification System, established by Policy T 10: Street Classification System. Vary standards according to the classification of the street to

reflect the predominant character of the area and the street's relative importance to pedestrian circulation.

Where appropriate, allow flexibility necessary to accommodate desirable public amenities by exempting street frontages occupied by public open space meeting the criteria for bonused open space amenities from street level development standards that might otherwise be in conflict.

## USES AT STREET LEVEL

**DT-UDPI I** Regulate uses at street level in certain areas in order to generate pedestrian interest and activity in conformance with policies for the pedestrian environment. Promote street level uses to reinforce existing retail concentrations, enhance main pedestrian links between areas, and generate new pedestrian activity where appropriate to meet area objectives without diluting existing concentrations of retail activity.

Promote active and accessible uses at the street level of new development where it is important to maintain the continuity of retail activity.

Consider measures to promote street level space of adequate size and sufficient flexibility to accommodate a variety of retail and service activities. Encourage





incorporation, as appropriate, of street level uses as part of open space public amenity features provided for a floor area bonus to promote activity and increase public use of these spaces.

To encourage active and accessible street level uses throughout downtown, consider appropriate exemptions of these uses from floor area limits.

## **SIGNS**

**DT-UDPI2** Regulate signs to:

- 1) allow adequate identification of businesses and allow businesses to advertise their products;
- 2) add interest to the street level environment;
- 3) protect public safety;
- 4) reduce visual clutter, and
- 5) enhance the appearance and safety of the downtown area.

Generally discourage signs not oriented to persons at street level. Limit signs on roofs and the upper floors of buildings, intended primarily to be seen from a distance.

Continue the present policy of restricting the issuance of permits for new billboards, including that existing billboards may be maintained and repaired, but not expanded or structurally altered.

Subject signage within the Pioneer Square Preservation District, International Special Review District and the Pike Place Market Historical District to the regulations and approval of the appropriate boards or commissions.

## **DESIGN REVIEW**

**DT-UDPI3** Further promote the urban design and development objectives of these policies through the City's design review process to ensure that downtown development is orderly, predictable, and aesthetically pleasing.





## D. OPEN SPACE

### OPEN SPACE

**DT-OSPI** Expand downtown open space as a comprehensive network to:

- 1) promote an orderly, visually pleasing and active environment for workers, residents and visitors;
- 2) reinforce desired land use patterns;
- 3) provide links among areas within and surrounding downtown; and
- 4) improve pedestrian circulation.

Expand the open space system through:

- 1) development of new parks and/or other open space
- 2) adaptation of streets not critical to vehicular circulation to increase right-of way use for pedestrian circulation;
- 3) incorporation of open space, as appropriate, in major public projects;
- 4) a system of incentives to promote development of public open space as part of new downtown projects through bonuses for private development of public open space and/or transfer of development rights from sites providing public open space;

- 5) encouragement of amenities to enliven open spaces.

### MAJOR NEW DOWNTOWN OPEN SPACES

**DT-OSP2** Support the addition of major new public open spaces to the downtown open space network to meet the needs of downtown's growing employment and residential populations. Promote new open space development consistent with the Comprehensive Plan's open space goals and adopted policies of downtown neighborhood plans. Open space projects to be considered for potential development in the future include the following:

1. **Harborfront Open Space.** To improve public access and enjoyment of the shoreline, and to better integrate east/west pedestrian connections between the Harborfront promenade and the rest of downtown by developing open space where appropriate opportunities exist along the waterfront.
2. **Westlake Circle.** To provide a formal downtown terminus of Westlake Avenue and complement the special character desired for this potential boulevard; and to better integrate the retail core with the Denny Triangle neighborhood, by locating public open space in the area bounded by Stewart Street, Olive Way, and Fifth and Sixth Avenues.





- 3. International District Community Gardens.** To perpetuate the existing use of the Community Gardens on the Chinatown/International District hilltop by providing public access and supporting the completion of property acquisition for the gardens.

## **OPEN SPACE IN NEW PUBLIC PROJECTS**

**DT-OSP3** Consider major public projects, such as the City Hall and convention center, as opportunities for adding significant public open space downtown. Consider including public open space in these projects when it is consistent with their function and integrate new open space with surrounding parks and public spaces, as appropriate. Any redevelopment of the existing Convention Place transit station site should include a public open space component.

## **GREEN STREETS**

**DT-OSP4** Accommodate active and passive pedestrian space on portions of existing street rights-of-way designated as Green Streets in accordance with the Pedestrian Classification Policy (Policy T10) and maps adopted by ordinance. Classify the various street segments comprising a Green Street according to desired vehicle circulation characteristics. In residential areas, generally develop Green Streets to reinforce

neighborhood character. Encourage neighborhood commercial activities at appropriate locations along Green Streets to enliven the space with outdoor cafes, stalls and displays to the extent consistent with the basic transportation use of the right-of-way. In office and mixed use areas, improve Green Streets to provide a focus for new development and add open space for the enjoyment of workers, residents, and shoppers. Encourage interesting street level uses and pedestrian amenities to enliven the Green Street space and lend a special identity to the surrounding area.

Establish procedures to address some issues related to the development of green streets, such as development of general design standards, approval mechanisms, and maintenance agreements to coordinate Green Street implementation with adjacent private development. Establish a design process to guide development of specific design plans for each Green Street.





## OPEN SPACE BONUS AMENITY FEATURES

**DT-OSP5** Open Space Amenity Features. In zones with a base and maximum FAR, consider allowing increases in density above the base FAR to encourage development of public open space to meet the open space needs of higher density development and help achieve downtown open space goals. Consider, when appropriate, including conditions requiring dedication of such space in perpetuity. Coordinate the various incentives for providing open space to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan. Include the following as possible options for providing open space features to gain additional floor area:

- 1) **On-site Public Open Space.** Allow additional floor area for a variety of outdoor and interior features provided on a project site for public use. Such amenities should be highly visible and easily accessible to the public from the street; be of appropriate design and adequate size to function as useable space; be enlivened by uses and other features, including public art, that attract activity; and be designed and

sited to respond to the surrounding context and maximize public use.

- 2) **Off-site Public Open Space.** Consider allowing office developers to provide required open space as public open space not located on their project sites to gain floor area above the base FAR. In addition to features similar to the on-site public amenities described above, other off-site features could include:

**Green Street Improvement.** Encourage private participation in the development of designated Green Streets as new projects are built by allowing increases in floor area above the base FAR for cash contributions or construction of green street improvements in accordance with Green Street plans.

## OPEN SPACE TRANSFER OF DEVELOPMENT RIGHTS

- DT-OSP6** Consider allowing the transfer of development rights from sites identified as desirable and appropriate locations for public open space. Include as conditions of the transfer that the sending site or open-space portion of the site be improved for public use as open space and dedicated in perpetuity to that use. Coordinate the various incentives for providing open space, including open space





TDR, to promote an equitable distribution of open space resources among downtown neighborhoods and to prioritize development of open space in areas with the greatest need, consistent with the open space goals for downtown in the Comprehensive Plan.

### **OPEN SPACE REQUIREMENT FOR PRIVATE DEVELOPMENT**

**DT-OSP7** Generally require major residential and office developments in downtown to provide open space and/or recreation space adequate to meet the needs of project occupants and to offset the demands that high density developments place on existing open space resources. As appropriate, provide incentives to encourage project developers to meet this requirement by providing open space accessible to the public, either on the project site or at a nearby location.

Consider extending open space requirements to other uses upon finding that these uses generate demands for open space.

## **III. ECONOMIC DEVELOPMENT**

### **ECONOMIC DEVELOPMENT**

**DT-EPI** Promote development consistent with this plan. Consider the impact on economic development in the planning of major public projects and consider public actions to facilitate private development. Where possible, encourage private sector cooperation in implementing actions such as training and employment for target population groups.

### **EMPLOYMENT AND TRAINING**

**DT-EP2** Seek to expand employment, training and placement opportunities for Seattle residents with the objectives of:

- 1) expanding opportunities to target employment population;
- 2) providing a mechanism for the coordination and funding of training and referral programs; and
- 3) encouraging public/private partnerships in employment and training.





## IV. HOUSING

### DOWNTOWN HOUSING AFFORDABILITY GOALS

**DT-HPI** Address the desired balance of housing affordable to the full range of household income levels through a collaborative effort between the City and downtown neighborhoods. Seek to achieve the Downtown Urban Center housing growth target and goals for the number and affordability of downtown housing units in the adopted policies of the downtown neighborhood plans.

Balance adopted neighborhood plan goals to achieve overall housing goals for downtown. Consider these goals as the City develops and implements housing programs and as City funds and other public resources are distributed. Promote the maintenance and preservation of housing affordable to low- and low-moderate income households.

### HOUSING DEVELOPMENT

**DT-HP2** To strive to achieve an adequate balance in employment and housing activity and to meet downtown housing goals, promote public and private actions for developing a significant supply of affordable downtown housing to help meet demand generated by downtown employment growth.

**Public/Private Partnerships.**  
Work with downtown neighborhoods, businesses, and

public and non-profit organizations to meet downtown housing goals, especially with regard to implementing programs to develop and maintain affordable downtown housing units.

**Light Rail Station Area Development.** Review all light rail station area development plans to identify opportunities for high-density transportation efficient housing in these areas and to address potential impacts on existing housing resources.

### HOUSING BONUS PROGRAM

**DT-HP3** Address the demand for housing generated by downtown employment growth that is not being met by the private market, and help offset the pressure of downtown growth on existing affordable housing resources, through provisions to encourage the development of affordable housing, especially for households with incomes between 0% and 80% of the median income for the region. To this end, within downtown office, retail, mixed use commercial, and mixed use residential areas with established base and maximum commercial density limits, generally allow bonus floor area conditioned upon a voluntary agreement for the provision of lower income housing or a payment to a fund for that purpose. To further downtown housing goals, limit housing developed through the bonus program to areas permitting housing within the boundaries of the





Downtown Urban Center, except that additional areas may be included if such an expansion of the program would be consistent with the goals of both the Downtown Urban Center Plan and the adopted policies of other relevant neighborhood plans. Housing bonus credit shall not be granted for any housing developed within the Pike Market Mixed zone, where other mechanisms are available to achieve the housing objectives of this land use district.

Require housing provided for bonus credit to serve a range of income levels up to 80% of median income, based on a percentage of the estimated additional needs resulting from new commercial development. Take into account, in determining the amount of housing to be provided, the value of the increased development potential in relation to the cost to the developer, and the extent to which use of bonus floor area is desirable in light of the City's planning goals. Review bonus provisions for housing periodically to consider changes in impacts on housing need, land prices, housing production costs, progress towards planning goals, and other factors.

**MIXED INCOME PROJECTS**

**DT-HP4** Promote the integration of downtown residents of different income levels by encouraging new development that includes units affordable to households with a range of incomes, including low-income residents. Seek through the

administration of funds available for new low-income housing to encourage projects with units affordable to households with a range of incomes, and consider additional incentives for promoting this type of development.

**MAINTAIN EXISTING HOUSING RESOURCES**

**DT-HP5** Pursue the following strategies for maintaining existing downtown housing resources:

**Housing Transfer of Development Rights (TDR).** Allow the transfer of unused development rights from structures providing at least a minimum amount of low-income housing, which may be mixed with low-moderate income housing and/or other uses, to sites located elsewhere in the downtown to provide an incentive for maintaining this housing resource. Condition the use of this mechanism to address issues such as the use of subsidies or tax benefits that may reduce or eliminate the need for preservation incentives, required rehabilitation and compliance with housing and building codes, and the length of time the housing is to be maintained at specified affordability levels.

**Preservation of Project-Based Section 8 Housing.** Seek to promote preservation of federally-assisted housing units in downtown Seattle that are at risk of conversion to market rate rentals or other uses.





**Minimum Housing Maintenance.** To prevent the deterioration and abandonment of sound downtown housing units, consider and evaluate alternatives for a minimum maintenance program including incentives to discourage the neglect of sound housing.

within or easily accessible to downtown.

**Publicly Supported Housing Programs.** Aggressively seek funds and target programs as appropriate to rehabilitate existing structures, construct new low and low-moderate income units and provide rent subsidies. Review annually public housing resources and the findings of the housing monitoring program and programs targeted to the most cost-effective actions to achieve goals for the number of low-income units to be provided by the Year 2014.

## HOUSING REPLACEMENT

**DT-HP6** When proposed major projects funded by government agencies have an impact on low-income housing, consider, when appropriate, measures to mitigate that impact.

## NEIGHBORHOOD LIVABILITY

**DT-HP7** In addition to providing for housing, pursue strategies to enhance the livability of downtown for existing residents and to provide a high quality neighborhood environment to attract future residents, including encouraging, as appropriate, the location of public school facilities





## V. CHILD CARE AND HUMAN SERVICES

### CHILD CARE BONUS

**DT-HSI** Address the demand for child care services generated by downtown employment growth by including in the conditions for achieving bonus floor area the provision of child care facilities on project sites, or payment to a fund for providing child care facilities at appropriate locations within downtown.

Child care facilities provided as part of the conditions for bonus floor area must serve a percentage of lower-income families on a free or reduced fee basis, in order to address the needs of lower-paid employees in downtown buildings.

Portions of public open space provided for a floor area bonus may be restricted to satisfy requirements for outdoor space associated with child care centers.

### HUMAN SERVICES

**DT-HSP2** Support human services to meet the needs of downtown workers and residents through direct public action and consider incentives to encourage developers to include these uses in new private development.

Seek to maintain and expand human services for the downtown low-income population through public actions and the encouragement of

private participation, recognizing the relationship between low income housing needs and human services. Promote collaboration between the City and the community to address human services issues.

To enhance the mix of activity within downtown and accommodate human service needs, encourage private development to include provision for human services, including such uses as shelter housing, by, for example, exempting appropriate human service uses from chargeable floor area and by providing assistance for specific projects.

### DOWNTOWN HUMAN SERVICES FUND

**DT-HSP3** Maintain a Downtown Human Services Fund to provide services to meet the needs of low-income residents and workers.

### PUBLIC FUNDS

**DT-HSP4** Strive to maintain the provision of human services for low income downtown residents and workers as a high priority for the use of federal and state funds received by the City for health and human services programs.

### LOCATION AND DISPERSION OF SERVICES

**DT-HSP5** Consider the needs of target populations in locating human service facilities throughout downtown. Administer funds





available for human services to insure coordination of housing and human services needs of the downtown low income population. Seek to avoid over concentration of human service facilities in any one area of downtown and encourage the location of needed facilities in areas lacking such facilities.

## VI. TRANSPORTATION

### REGIONAL TRANSIT ACCESS

**DT-TPI** Recognize the critical role that high capacity transit corridors play, including the transit tunnel, in supporting the distribution of development density and the movement of goods and people within and through downtown. Seek to improve the system, through actions by the City, with Sound Transit and the King County Department of Transportation Transit Division, that:

- 1) provide capacity to meet forecast transit growth through the year 2014;
- 2) reduce travel time by transit;
- 3) reduce transit rider crowding on sidewalks;
- 4) reduce diesel bus noise and odor; and
- 5) provide an attractive and pleasant street environment for the pedestrian and transit rider.

### TRANSIT CIRCULATION

**DT-TP2** Improve and expand the street level elements of the regional transit system to provide the primary mode of vehicular travel among downtown activities. Integrate the system with the transit tunnel, the pedestrian circulation network, peripheral parking facilities and other modes of travel to downtown including the ferry system, intercity bus and intercity rail.





**Base Circulation System.** Promote a base circulation system including modifications to existing service and additional downtown routes to improve access within downtown and between downtown and adjacent neighborhoods. In considering improvements to the base circulation system, examine the potential for using the monorail, waterfront streetcar, shuttles, and regional bus service to enhance the base circulation system and improve local service.

**Long Range System and Incentives Agreement.** Seek a long range program of transit circulation improvements, together with an incentives agreement defining the appropriate mechanisms for increasing service to be developed among the King County Department of Transportation Transit Division, Sound Transit and the City.

## **RIDE-FREE ZONE**

**DT-TP3** Strive to retain a ride-free zone and consider possible future expansion based on transit demand, finances, and operational conditions.

## **VEHICULAR ACCESS AND CIRCULATION IMPROVEMENTS**

**DT-TP4** Promote the efficiency of the regional highway system and major arterials within downtown for vehicular access and circulation. Discourage through traffic within downtown's residential and shopping areas as well as those surrounding downtown. Facilitate the smooth flow of peak-hour traffic on downtown streets providing access to the regional highway network.

Support projects intended to improve access to and local circulation within downtown, taking into account other downtown goals and policies.

## **PEDESTRIAN CIRCULATION PUBLIC IMPROVEMENTS**

**DT-TP5** Promote pedestrian circulation as the principal method of movement for trips within downtown. Improve the street level environment as the primary component of the pedestrian network. Strive to make the pedestrian network accessible to the elderly and disabled.

Continue to support a comprehensive program of public improvements to streets and sidewalks in coordination with the transportation, open space, land use and urban design policies. Consider the following pedestrian circulation improvement projects:

- 1) **Downtown Transit Corridor (Streets above the Transit Tunnel).** Surface pedestrian improvements to improve access to transit stations as part of planning for transit station area development.
- 2) **Spot Improvements.** A program of location-specific pedestrian improvements at major bus stops and high volume pedestrian locations.
- 3) **Green Streets.** Design and development of designated green streets in downtown neighborhoods for added passive and active pedestrian space in





- accordance with the adopted policies of neighborhood plans, the Green Street policies, and these policies.
- 4) **Belltown Boulevard.**  
Development of a landscaped transit/pedestrian boulevard with widened sidewalks along Third Avenue through Belltown as an extension of the Downtown Transit Corridor.
  - 5) **Westlake Boulevard.**  
Development of a landscaped boulevard with widened sidewalks along Westlake Avenue between Olive Way and Denny Way, consistent with the Belltown, Denny Triangle and Commercial Core neighborhood plans. Coordinate potential extension to South Lake Union with neighborhood planning for that area.
  - 6) **Waterfront Linkages.**  
Improvements to east-west pedestrian connections and access through downtown and between downtown and the waterfront, including additional hill-climb opportunities as part of both public and private projects.

on, or requiring new development to provide, the following features:

- 1) **Sidewalk Widening.**  
Minimum sidewalk width requirements in high volume pedestrian areas. Consider requiring the street level of buildings to be set back from the street property line, in order to provide pedestrian space to accommodate additional pedestrian trips and transit activity associated with higher density development, and to enable properties in such areas to benefit reciprocally from the pedestrian traffic and transit activity. Vary the sidewalk width requirements according to the transportation function and anticipated volume of pedestrian traffic of the street, as indicated by the street classification system established in Policy T10.
- 2) **Overhead Weather Protection.** Overhead weather protection covering portions of the sidewalk along active, high volume pedestrian streets in order to enhance pedestrian comfort and to enable properties to gain reciprocal benefits from encouraging pedestrian activity. Overhead weather protection may include nonstructural features like canopies, awnings and marquees or structural features like building overhangs and arcades.

## PEDESTRIAN CIRCULATION IMPROVEMENTS

**DT-TP6** Seek to accommodate increased pedestrian volumes resulting from more intensive development, improve pedestrian circulation, and enhance the downtown pedestrian environment, by considering conditioning certain development





**PEDESTRIAN CIRCULATION PUBLIC BENEFIT FEATURES**

**DT-TP7** To encourage improvements that enhance pedestrian circulation and increase pedestrian comfort, consider floor area bonuses for the following features provided in specified locations:

- 1) **Hillclimb Assist.** To assist pedestrian movement up and down steeply sloping sites between parallel avenues by providing pedestrian corridors that incorporate mechanical features such as elevators or escalators.
- 2) **Shopping Corridor.** To enhance pedestrian circulation and promote the concentration of shopping activity in the retail core and adjacent areas where pedestrian volumes are highest by providing through-block passages lined with shops connecting parallel avenues.
- 3) **Transit Station Access.** To integrate the pedestrian network with the transit tunnel system and to minimize sidewalk conflicts in office and retail areas on sites near transit stations by improving access to the system.

Base approval of the bonus on special evaluation criteria to ensure that the location and design of the transit station access is well integrated with the transit system and street level pedestrian network.

Bonus eligibility of particular features may be discontinued if the City finds that the need for additional such features has declined in relation to other downtown priorities.

**PEDESTRIAN SKYBRIDGES, AERIAL TRAMS AND TUNNELS**

**DT-TP8** Discourage pedestrian grade separations, whether by skybridge, aerial tram, or tunnel, to maintain an active pedestrian environment at street level.

**BICYCLE CIRCULATION**

**DT-TP9** Encourage and enhance bicycle access to and within downtown. Allow bicycles to use all downtown streets. Establish routes or corridors to connect downtown with the citywide network of bicycle routes. Provide bicycle storage facilities in major new public and private development. Within bicycle corridors, study specific improvements, including signing or actions to increase bicycle safety.

Explore opportunities to create dedicated bicycle facilities on streets within downtown.

**STREET CLASSIFICATION SYSTEM**

**DT-TP10** Classify downtown's streets according to the desired functional relationships of the various uses of the right-of-way. Through this classification system, integrate multiple vehicular and pedestrian needs, minimize modal conflicts, reflect and seek to do the following:





reinforce adjacent land use, and provide a basis for physical changes and improvements. Use this system as a guide to identify and prioritize capital improvements and operating changes.

Classify downtown streets under categories addressing three primary functions:

- 1) traffic function,
- 2) transit function, and
- 3) pedestrian function.

**Traffic Classification.** Classify downtown streets according to the arterial street classifications of the Seattle Comprehensive Transportation Program (SCTP). The primary intent of this system is to promote vehicular use of streets that is consistent with Policy T4: Vehicular Access and Circulation Improvements.

**Transit Classification.** Classify downtown streets according to the transit street classifications of the SCTP. Use these classifications to coordinate improvements to the street right-of-way and abutting development so that high volumes of buses occur on streets with adequate sidewalk space for waiting riders.

**Pedestrian Classification.** Establish pedestrian classifications for all downtown streets. The primary intent of this classification system is to coordinate

improvements to the street right-of-way and abutting development to comfortably and safely accommodate anticipated pedestrian volumes and reinforce desired conditions for pedestrian circulation consistent with the Urban Design policies. Designate each downtown street according to the following categories and functions:

Class I: High volume pedestrian activity street providing a major link in downtown pedestrian circulation.

Class II: Moderate pedestrian activity street providing a secondary link in the pedestrian circulation system.

Green Street: Link in pedestrian circulation system and element of open space bonus system.

## VEHICULAR ACCESS TO ABUTTING PROPERTY

**DT-TPII** Limit the size and location of curb cuts providing vehicular access to abutting property in order to minimize conflicts with other uses of the street right-of-way, particularly pedestrian and transit activity. Use the Street Classification System to guide the number, size and location of curb cuts. Place the greatest emphasis for minimizing curb cuts on Class I Pedestrian Streets and Principal Transit Streets because of their importance to downtown pedestrian circulation, with access from alleys and Class II Pedestrian Streets generally preferred.





Generally, discourage access from Green Streets, with curb cut controls evaluated on a case by case basis during the planning of individual Green Streets. Standards for the location and size of curb cuts may be modified to accommodate steep slopes or other special conditions, taking into consideration pedestrian safety and the smooth flow of traffic.

## **PARKING**

**DT-TPI2** Through a variety of actions, seek to provide an adequate supply of parking to meet forecast needs, balanced with incentives to encourage the use of transit, vanpools, carpools and bicycles as alternatives to commuting by auto. In this balancing, generally maintain tighter restrictions on parking serving low-occupancy auto commuters who add to peak period traffic congestion, while allowing more flexibility for parking associated with trips for non-peak activities, such as shopping.

## **PARKING REQUIREMENTS**

**DT-TPI3** Maintain minimum and maximum parking requirements to mitigate the transportation impacts of new non-residential development while restricting the supply of available long-term parking to encourage use of alternatives to commuting by auto. Favor short-term parking to meet shopper and visitor needs over long-term parking.

Exempt residential use from parking requirements within downtown where residents can walk or have convenient transit access to work and services, in order to promote affordable housing and reduce auto dependency.

## **SHORT TERM PARKING FLOOR AREA EXEMPTION**

**DT-TPI4** Exempt floor area occupied by short term parking from the calculation of permitted floor area to recognize the difference in impacts between short term parking and other kinds of uses and to provide an incentive for projects to include short term parking to meet shopper and visitor parking needs. Short term parking means parking that is marketed, priced or operated in a manner that encourages its use as parking for shoppers and other non-commuters.

## **OFF-STREET LOADING**

**DT-TPI5** Generally require new development to provide off-street loading spaces to accommodate building service and delivery needs without disrupting traffic and street level pedestrian activity.

## **LOCATION OF PRINCIPAL USE PARKING**

**DT-TPI6** To ensure consistency with overall land use and transportation policies for downtown, limit development of parking as the principal use on a lot, as described below:





- 1) **Short Term Parking Garages.** To facilitate shopping and access to personal services, allow short term parking garages in all areas except residential districts and the waterfront west of Alaskan Way, unless specified otherwise pursuant to adopted neighborhood plan policies.
- 2) **Long Term Parking Garages.** In determining to what extent to allow garages for long-term parking, consider the following potential impacts: congestion; negative impacts on adjacent pedestrian and land use activities; encouragement of travel in single occupant vehicles; and conflicts with transportation management programs established to reduce such travel.
- 3) **Permanent Surface Parking Lots.** Prohibit permanent surface parking lots in most areas to avoid disruption of the pedestrian environment at street-level, maintain the level of activity and intensity of development desired downtown, and discourage single occupant vehicle travel. Identify areas where the impacts associated with permanent surface parking lots may be mitigated and consider permitting them in such areas, subject to mitigating conditions.
- 4) **Interim Surface Parking Lots.** Where permanent surface parking lots are prohibited, consider allowing

interim surface parking lots for a restricted time period when the property would otherwise be unused pending redevelopment, in office, retail, and mixed commercial areas, excluding Special Review Districts.

- 5) **Principal Use Parking Garages.** To support residential development, consider allowing principal use parking garages in residential districts where such facilities are compatible with the desired neighborhood character.

## DOWNTOWN PARKING FUNDS

**DT-TPI7** Consider use of a downtown parking fund to facilitate the construction of parking facilities supporting downtown land use and transportation policies and recognized neighborhood plans, at locations consistent with the policies of this plan. Potential fund sources include contributions in lieu of constructing required accessory parking on site, revenues from existing and future public parking facilities, property or business assessment districts formed to construct downtown parking, and proceeds from the sale of revenue bonds or other bonds for parking construction.





## VII. DOWNTOWN NEIGHBORHOOD (URBAN CENTER VILLAGE) GOALS AND POLICIES

### I. BELLTOWN

#### GOALS AND POLICIES

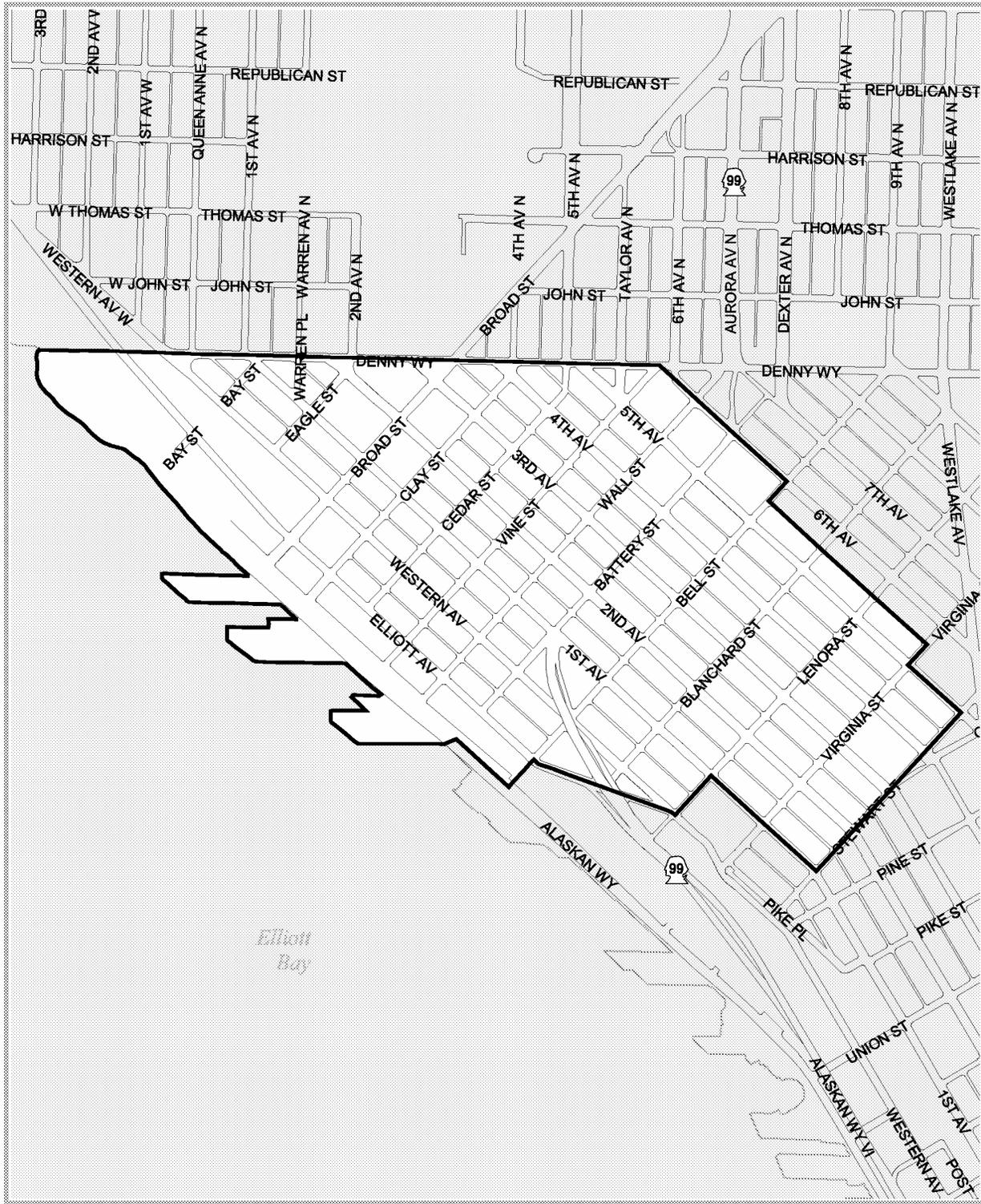
##### HOUSING

- B-G1** A neighborhood where growth provides a varied housing stock and a wide range of affordability.
- B-G2** A neighborhood with tools to preserve its housing stock and prevent displacement of low and low-moderate income residents.
- B-P1** Seek to assist nonprofit developers to develop new affordable housing in the neighborhood.
- B-P2** Seek to preserve the existing neighborhood scale and character by developing tools that both encourage the retention of existing buildings and encourage the creation of a variety of new small scale buildings.
- B-P3** Develop methods to integrate and stabilize the current population, respect neighborhood character and serve as a catalyst for the rest of the planning objective.
- B-P4** Support the neighborhood's identified goals for housing affordability.
- B-P5** Support projects that will increase artist housing.
- B-P6** Strive to increase the amount of housing production achieved through the Bonus and Transfer of Development Rights Program.
- B-P7** Strive to preserve the existing housing stock, including older buildings, subsidized units, and affordable, unsubsidized units.
- B-P8** Improve and use a variety a tools to create and preserve affordable housing, such as increased funding and regulatory mechanisms (e.g., the land use code affordable housing requirement, and Transfer of Development Rights (TDR) and Bonus programs).
- B-P9** Develop tools for owners of existing affordable rental housing to make property improvements at low cost, in order to minimize increases in rents.
- B-P10** Strive to maintain the affordability of existing federally subsidized housing.
- B-P11** Strive to establish and maintain ongoing monitoring of housing affordability as the market changes over time.
- B-P12** Promote voluntary first-right-of-refusal agreements between local property owners and tenants, through means such as developing programs to assist non-profit agencies to identify willing property owners.
- B-P13** Research and report to the community on housing issues related to specific sites where neighborhood input is appropriate.





**BELLTOWN**  
**Urban Center Village**



— VILLAGE BOUNDARY  
— EDGE OF PAVEMENT

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## **LAND USE**

- B-G3** A neighborhood with a vibrant streetscape.
- B-G4** A neighborhood with a mixed use character with an emphasis on residential and small business activity.
- B-G5** A Belltown with neighborhood design guidelines and design review.
- B-P14** Promote pedestrian activity through such methods as eliminating "dead spots" of street level activity.
- B-P15** Provide opportunities for artists and start-up businesses through techniques such as live/work space and the temporary use of vacant "transitional" buildings.
- B-P16** Promote human scaled architecture, particularly ground level retail uses.
- B-P17** Increase neighborhood involvement in design review and development review.
- B-P18** Strive to preserve and enhance the intended residential character of Belltown by limiting the amount of off-site commercial advertising in the neighborhood.
- B-P19** Maintain designated view corridors.
- B-P20** Develop public/private investment strategies for a healthy business climate that attracts and supports the type of neighborhood businesses and other development desired to meet growth targets, provide jobs for residents and to attract visitors for a healthy business climate.

- B-P21** Promote opportunities for small businesses to find affordable sites within Belltown.

## **TRANSPORTATION**

- B-G6** A circulation system that enables people to live, work, shop, and play in Belltown and all of Downtown without a car.
- B-P21** Accommodate vehicular access, egress and parking that support residences, businesses, institutions and destinations within Belltown.
- B-P22** Manage routing and growth of vehicular traffic to minimize use of Belltown as a through-corridor and to mitigate neighborhood impacts.

## **Pedestrian Environment**

- B-G7** A neighborhood with continued pedestrian and bicycle access to the waterfront and Myrtle Edwards Park, including at-grade access.
- B-G8** A neighborhood with a sense of seamless transition between public and private space, and a sense of ownership of public spaces.
- B-P23** Encourage citizens to view streets as front porches, alleys as back doors, and parks (both public and private) as yards and gardens.





## Transit

- B-G9** A neighborhood served by an efficient and easy-to-use transit system.
- B-P24** Explore methods to consolidate transit service into major corridors within the neighborhood.
- B-P25** Seek to develop well designed and managed multi-modal hubs in the neighborhood.
- B-P26** Seek to improve transit access to other neighborhoods, especially to Capitol Hill and the University District.

## Parking

- B-G10A** neighborhood with sufficient parking to meet the needs of Belltown residents and the customers of businesses, and where the provision of adequate parking does not encourage people to choose car trips over other modes.
- B-P27** Strive to establish and maintain adequate levels of parking in the neighborhood for residents and the customers of businesses while enhancing street level activities and aesthetics.

## Alleys

- B-G11A** neighborhood with alleys that are viable pedestrian and bicycle routes and business access points, and maintain their function for service access.
- B-P28** Promote well used, safe and clean alleys.
- B-P29** Promote the use and sense of ownership of alleys through the consideration of tools such as naming

alleys and allowing the numbering of business and residences whose entries face alleys.

## Green Streets

- B-G12A** neighborhood with well designed and constructed green street improvements on designated green streets.
- B-G13A** neighborhood with well designed streetscapes that enhance the character and function of Belltown's streets and avenues.
- B-P30** Encourage the use of the Belltown Streetscape Guidebook and Green Street Guidelines when designing street and sidewalk improvements.

## COMMUNITY ENRICHMENT AND SOCIAL SERVICES

- B-G14A** thriving, integrated community that takes a stewardship role in the community.
- B-G15A** neighborhood with a neighborhood center that provides facilities and services for neighborhood residents.
- B-P31** Encourage increased communication between social service providers and the community at large.

## PUBLIC SAFETY AND NEIGHBORLY REGULATIONS

- B-G16A** neighborhood where it is safe to live, work and play.
- B-P32** Strive to increase participation in the Belltown Crime Prevention Council and





Block Watch Programs through outreach.

**B-P33** Promote awareness of Crime Prevention Through Environmental Design (CPTED) techniques.

**B-P34** Promote a safe neighborhood environment to encourage day/night and weekend pedestrian oriented activity.

## **2. CHINATOWN/ INTERNATIONAL DISTRICT**

### **GOALS AND POLICIES**

#### **CULTURAL AND ECONOMIC VITALITY**

**ID-GI** Thriving businesses, organizations, and cultural institutions.

**ID-PI** Support marketing activities that promote neighborhood businesses, events and cultural opportunities.

**ID-P2** Work with the Chinatown/International District community to develop business improvement strategies to encourage greater customer patronage to individual businesses.

**ID-P3** Encourage new business development and location within the neighborhood.

**ID-P4** Emphasize night-time activity to tap into a new market for businesses.

**ID-P5** Support development of a multi-purpose community recreation center with space for community programs and associations.

**ID-P6** Improve utility infrastructure, when appropriate, to support community needs.





## HOUSING DIVERSITY AND AFFORDABILITY

- ID-GI** A neighborhood with diverse and affordable housing.
- ID-PI** Seek to diversify housing stock to include more moderate income and family housing.
- ID-P2** Seek additional affordable housing strategies to preserve existing low-income units and households.
- ID-P3** Explore resources and strategies for upgrading existing sub-standard and vacant buildings.

## SAFE AND DYNAMIC PUBLIC SPACES

- ID-GI** Create safe and dynamic public spaces.
- ID-PI** Support specific programming to deliberately activate the parks, especially Kobe Park.
- ID-P2** Look for ways to incorporate design elements for crime prevention throughout the neighborhood, especially in parks, parking facilities and alleyways.
- ID-P3** Increase pedestrian safety by adding additional stop signs and crosswalk striping, where appropriate.
- ID-P4** Build on partnerships which can work together to provide additional pedestrian amenities such as pedestrian street lighting, street trees, street furniture and informational kiosks that enhance the pedestrian environment.

- ID-P5** Target Jackson Street, Dearborn Street and 5th Avenue for pedestrian improvements.

## ACCESSIBILITY

- ID-GI** An accessible neighborhood, with access within and to the neighborhood, for all transportation modes, while encouraging less dependence on cars and greater use of transit, bikes and walking.
- ID-PI** Seek to reduce auto congestion at key intersections.
- ID-P2** Work with Metro and Sound Transit to find ways to maximize service to residents, customers and employees in the neighborhood.
- ID-P3** Improve bicycle route markings and related bicycle facilities, including bicycle racks within the neighborhood.
- ID-P4** Increase short term parking opportunities within the neighborhood.







### 3. COMMERCIAL CORE

#### GOALS AND POLICIES

**COM-G1** Maintain the Commercial Core as a major employment center, tourist and convention attraction, shopping magnet, residential neighborhood, and regional hub of cultural and entertainment activities.

**COM-G2** Promote a unique neighborhood identity for the Commercial Core.

**COM-PI** Explore revising public benefit bonuses and incentive programs regulated by the Land Use Code to stimulate desirable development and support neighborhood goals.

**COM-P2** Encourage variety in architectural character and building scale.

**COM-P3** Strive to maintain the neighborhood's historic, cultural and visual resources.

**COM-P4** Seek to provide housing affordable to households with a range of income levels.

**COM-P5** Guide development and capital projects throughout the entire Downtown area through development of a unified urban design strategy that provides a vision for new public facilities, waterfront connections, pedestrian environments, transit linkages and open space.

**COM-P6** Strive to take advantage of opportunities to develop new

public open space and encourage development of a system of connected green spaces and open public areas.

**COM-P7** Use Green Streets and open space as a means to improve urban design character and provide amenities that support growth.

**COM-P8** Seek to improve the cleanliness and safety of streets and public spaces.

**COM-P9** Seek to improve the pedestrian qualities of streets and public spaces.

**COM-PI0** Seek to enhance pedestrian connections between the Commercial Core and other neighborhoods.

**COM-PI1** Work with transit providers to promote convenient transit and public access to and through the Commercial Core.

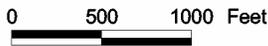
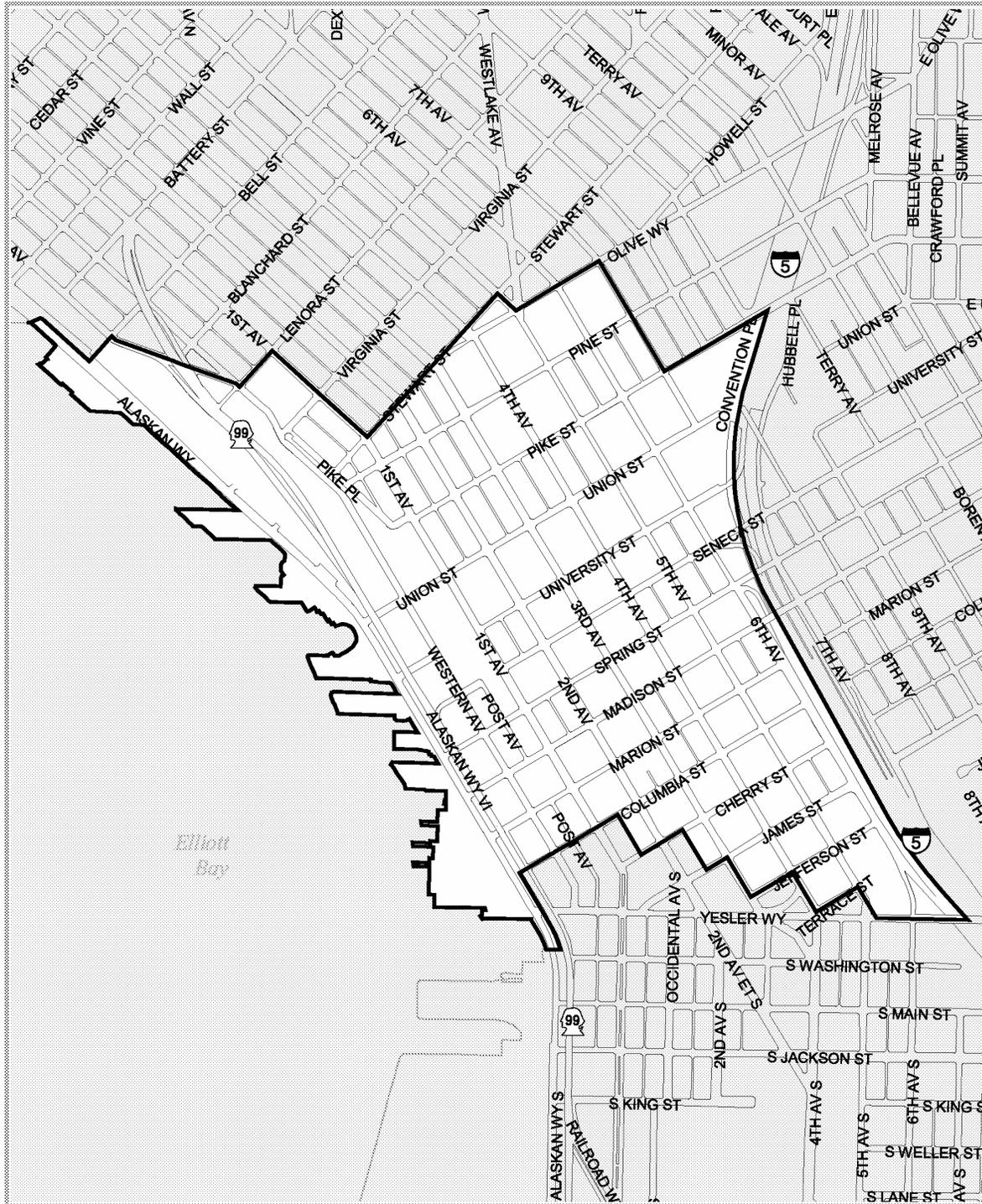
**COM-PI2** Seek opportunities to improve mobility throughout the Commercial Core.

**COM-PI3** Seek to increase coordination among downtown human services providers.





**COMMERCIAL CORE**  
**Urban Center Village**



— VILLAGE BOUNDARY  
 - - - EDGE OF PAVEMENT

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